



COWLITZ COUNTY

DEPARTMENT OF BUILDING & PLANNING
207 FOURTH AVE. NORTH, KELSO, WA 98626

Phone (360) 577-3052 Fax (360) 414-5550

www.co.cowlitz.wa.us/buildplan

Review Number 10-10-1184

Modified Mitigated Determination of Non-Significance

Description of Proposal:

Modifications

On October 8, 2010, Cowlitz County Department of Building and Planning (the lead agency) issued a mitigated determination of non-significance (SEPA MDNS No. 10-10-1184) under the State Environmental Policy Act Rules (Chapter 197-11 WAC) for the Millennium Bulk Logistics Dock Repair and Infrastructure Upgrades Project. The Cowlitz County Department of Building and Planning received nine comment letters from tribes, agencies, citizens and other organizations prior to the end of the comment period on October 22, 2010.

After careful consideration of the comments received, the lead agency has determined that there are no new probable adverse environmental impacts that were not already identified and mitigated in the MDNS No. 10-10-1184. However, in response to the valuable comments received, the lead agency has decided to provide additional detail to further clarify several of the original mitigating conditions, as allowed under SEPA Rules (WAC 197-11-340). Clarifying modifications to the original MDNS mitigating conditions are underlined.

Millennium Bulk Logistics, Inc. (Millennium) has filed applications for two shoreline substantial development permits within the Columbia River shoreline as part of a larger project to assume operations of the multi-modal bulk materials handling facility, to be known as the Millennium Bulk Logistics Longview Terminal Facility (the project). The focus of the project is to improve and enhance the existing infrastructure at the former Reynolds site in order to increase the safe and efficient bulk handling of alumina, coal, and cementitious materials for import and export. Each of the two permit applications are discussed below:

1) Dock Repair and Maintenance. The proposed actions include both in-water and over-water work. In-water maintenance activities include repairing or replacing damaged creosote-treated timber piles supporting the existing access trestle, dock, and Reynolds Ship Loader foundation with steel piles. Existing creosote-treated timber fender piles on two existing dolphins will be replaced with steel fender piles. An existing dolphin, composed of creosote-treated timber piles and located to the west of the dock, will also be removed and replaced with a dolphin composed of steel piles. The replacement dolphin will be reinstalled approximately 150 feet to the west without an increase in the over-water coverage to improve safety of docking operations. The existing Chinook Ventures Incorporated (CVI) ship loader, associated conveyor system, and supporting piles will be removed. Over-water maintenance activities would include replacing the existing damaged walkway connected to the dolphin on the west side of the dock with a grated steel walkway. The existing Reynolds alumina transfer conveyor will be restored to its original condition. The existing Reynolds loader platform and decking will be removed and replaced with a latticework frame structure. This replacement system will remove damaged materials, facilitate pile removal and replacement, and support continued operation of the Reynolds loader. Existing fire control systems on the dock will be repaired, consistent with the original facility design. A total of 96 new piles will be installed in approximately four to eight weeks, which will be performed consistent with the appropriate period allowed by fish and wildlife resource agencies for work in the water.

2) Infrastructure Maintenance and Upgrades. The proposed actions for new coal handling operations will include receipt of coal by rail and export of coal by marine vessel. Cementitious materials handling will include receipt of cementitious materials by vessel, with transfer to rail for regional distribution (90 percent) and to trucks for local distribution (10 percent). Existing alumina handling and shipping will continue. A new conveyor system will be installed on the existing dock for coal export via marine vessel and will include a series of belt conveyors and transfer towers for moving coal from the stockpile to the dock, and a new on-dock conveyor to move coal to a new purpose-built ship loader. Cementitious materials handling will include new offloading systems for import of cementitious materials at the dock, new or upgraded conveyor and storage facilities, and new or upgraded facilities for truck and rail loading for distribution to local and regional markets. Non shoreline upland activities include: On-site rail infrastructure and offloading equipment with an



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extension of the existing rail system, new conveyor systems, and access and maintenance roads. A 525,000 square foot stockpile area will be created to store approximately 300,000 metric tons of coal, which will include a water collection and storage pond to collect runoff, stacker feed conveyors, and a coal reclaim system. Other upland facility improvements will include renovations to existing buildings on the site and connection of the property to municipal potable water supplies for on-site drinking water uses. Industrial water and fire control water supplies are to continue being supplied from on-site production wells.

Proponent: Millennium Bulk Logistics Lyle Hobbs
170 South Main, Suite 700
Salt lake City, UT 84101

Contact Person: Lyle Hobbs
Contact Phone: 801-712-7571

Location of Proposal 4029 Industrial Way, Longview, Washington 98632, Cowlitz County in portions of Sections 30 and 31 of Township 8 North, Range 2 West and Sections 25, 26, 35, and 36 of Township 8 North, Range 3 West of the Willamette Meridian (W.M.). Parcel numbers 61950, 61953, 6195302, WI3110006, 10213, 10214, 10215, and WDNR Aquatic Lands Lease #20-B09222.

Lead Agency: COWLITZ COUNTY DEPARTMENT OF BUILDING AND PLANNING

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21c.030 (2)(c), provided the measures listed below are used to mitigate potential adverse impacts. This decision was made after review of a completed environmental checklist and other information on file with this lead agency. This information is available to the public on request.

Identified Environmental Impacts & Mitigation Measures: This MMDNS is hereby conditioned upon mitigation measures, as authorized under WAC 197-11-660, CCC 18.04.090, and 18.06. In addition to compliance with all existing laws and regulations, the following mitigation measures are determined to be reasonable and capable of being accomplished and, having also considered the applicable local, state, and federal permit laws and regulations, the following mitigation measures are sufficient to mitigate the identified potential significant adverse impacts arising from the Project. These conditions are based, in part on the Environmental Policies found in the Cowlitz County Code at 19.11.080. These mitigation measures shall be conditions of approval of any subsequent issued County permit.

The following conditions shall apply based on the project specific analysis:

I. General Agency Conditions

1. The applicant will comply with the conditions of Hydraulic Project Approvals (HPAs) issued for the Project by the Washington State Department of Fish and Wildlife.
2. The applicant will comply with the conditions of Section 10 and Section 404 permits issued for the Project by the US Army Corps of Engineers.
3. The applicant will comply with the conditions of 401 Water Quality Certifications and National Pollutant Discharge Elimination System permits issued for the Project by the Washington State Department of Ecology.
4. The applicant will comply with the conditions of Shoreline Substantial Development, building, grading,



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stormwater, demolition or other applicable permits issued for the Project by Cowlitz County.

5. The applicant will comply with the conditions of Rights of Entry, Aquatic Use Authorizations or Leases issued for the Project by the Washington State Department of Natural Resources.

6. The applicant will comply with the conditions of air quality permits issued for the Project by the Southwest Air Pollution Authority.

7. New infrastructure work within the CDID-maintained levee system will be reviewed and approved by CDID prior to and post construction.

8. Millennium proposes to operate a bulk handling facility focused on the handling of alumina, cementitious materials, and coal. Millennium may also continue the rental of property to other business operations. Millennium acknowledges that if additional business operations are proposed by Millennium (such as the handling and transport of materials other than alumina, coal, or cementitious materials), then the handling and transport of these additional materials would be addressed in a separate SEPA review.

II. SEPA Conditions by Elements of Environment

9. Earth

a. The applicant shall obtain coverage under and comply with the provisions of the Washington State Department of Ecology's (WDOE) Construction Stormwater General Permit (CSGP) for the management of erosion and sediment control during the construction phase of the Project as required by applicable laws.

b. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared for the Project and adaptively managed to address any identified on-site erosion control and sedimentation issues or changes in Project design or construction. A copy of the SWPPP shall be submitted to the County prior to commencement of construction. Plan modification and monitoring shall be conducted by a Certified Erosion and Sediment Control Lead (CESCL) in accordance with the requirements of the CSGP.

c. Invasive work in upland areas of the site subject to ongoing Model Toxics Control Act (MTCA) investigation and cleanup actions overseen by Ecology shall be coordinated with Ecology to ensure that the proposed actions do not interfere with ongoing cleanup activities, and to ensure that all generated materials are appropriately managed.

d. Erosion control Project Best Management Practices (BMPs) will be implemented to avoid or minimize adverse impacts. The BMPs to be implemented for the Project are provided in the SEPA Checklist Project Description.

e. A Temporary Erosion and Sediment Control (TESC) plan will be completed and approved by the County prior to and implemented during construction phases that involve clearing, grading, or alterations that could result in erosion.

10. Air

a. The applicant shall develop, implement, and maintain a comprehensive fugitive dust control plan to mitigate impacts during construction. The plan shall be developed consistent with guidance provided in the Washington Association of General Contractors publication entitled "Guide to Handling Fugitive Dust from Construction Project". The plan shall address material storage and handling, material handling and transfer, clearing, leveling, and development construction, material processing and transfer, earth moving and excavation, road ways and yard areas, spillage on paved roads, loading, hauling, and dumping materials, and



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exposed surfaces. The plan shall be submitted to the County and to the Southwest Clean Air Authority (SWCAA) and approved prior to commencement of Construction. The plan shall include the installation and operation of dust suppression systems at open stockpiles and all conveyor discharge and transfer points, and include BMPs for roadway maintenance to prevent the release of potential fugitive dust onto the site or the Columbia River.

b. Coal and cementitious material handling infrastructure are to be purpose-built with integrated dust control systems. These systems will be designed, constructed and operated in accordance with SWCAA requirements, including the use of best practices for control of fugitive dust based on current best available technologies and in compliance with the latest requirements of Occupational Safety & Health Administration (OSHA), Washington Industrial Safety Act (WISHA) and the National Fire Protection Association (NFPA). The applicant shall implement a comprehensive, integrated, engineered program to minimize the risk of fugitive dust emissions throughout all locations in the handling of materials, from delivery, unloading, loading, transfer, and storage. The practices and technology shall consist of both passive and active control measures to suppress dust at all handling points.

c. The ship loader shall include conveyor covers for dust and stormwater control, as well as dribble pans and wash water collection systems.

d. The applicant shall develop a baseline greenhouse gas (GHG) emissions estimate for the Millennium bulk terminal operations. The emissions estimate shall include Scope 1 and Scope 2 emissions from activities under the organizational and operational control of Millennium Bulk Logistics. The baseline report shall quantify baseline terminal emissions on a "per ton" basis for products handled at the facility, and on an estimated "annual total" basis consistent with anticipated operating levels. The report shall identify measures that have been taken to minimize the GHG footprint of the terminal, and shall evaluate other potentially feasible measures that could be used to further minimize GHG emissions associated with bulk product handling. Millennium will complete an updated emissions estimate after final design and permitting to reflect any changes in the detailed assumptions used in the preliminary estimate. Millennium will also provide a summary of additional mitigation measures that may be used to further minimize the project's GHG footprint.

e. Applicant shall ensure that terminal customers or affiliated companies shipping coal products by rail to the facility have procedures in place to control dust from rail cars in transit and ensure that rail cars loaded with Coal shall not emit more than an Integrated Dust Value (IDV.2) of 300 units. An IDV.2 unit is a measure of the volume of coal dust coming off of the coal train over its entire length. These procedures include use of controlled loading technology to properly shape the cargo load in the rail car to minimize potential emissions during transit and application of dust control treatment to the surface of each load of product prior to transit. The procedures shall ensure that profiling and any products or appurtenances shall be applied or installed in accord with manufacturer's recommendations, where appropriate. Any product, device or appurtenance utilized by Shipper or Shipper's mine agents to control the release of coal dust shall not adversely impact railroad employees, property, locomotives, or owned rail cars.

11. Water

a. In-water work (not including mobilization) will occur during the approved regulatory work window, or an approved extension of the work window, for the Columbia River. The applicable work window for listed/protected species is anticipated to be between October and February of the year of construction, subject to modification during completion of Project permitting and Endangered Species Act (ESA) review.

b. The Project will adhere to both Department of Ecology and County requirements for stormwater management. On-site stormwater will be managed as required by Ecology's Stormwater Management Manual for Western Washington (revised 2005) and County stormwater standards. These systems will be designed and constructed in accordance with Department of Ecology and National Pollutant Discharge



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Elimination System (NPDES) requirements.

c. Construction of the proposed Project will comply with water quality requirements imposed by Ecology (Chapter 173-201A WAC), which specify a mixing zone beyond which water quality standards cannot be exceeded. Compliance with Ecology's standards is intended to ensure that fish and aquatic life are protected to the extent feasible and practical.

d. When practical, in-water work near the shoreline will occur when river levels are low enough to prevent incidental contact of material with water during restoration and construction activities, including demolition and grading.

e. In order to prevent and minimize the occurrence and potential consequences of accidental spill of bulk materials at the site, the applicant shall operate the facility in accordance with a Spill Prevention and Response Plan for Bulk Materials developed by the Applicant prior to the completion of construction of the Project. A copy of the plan shall be retained on site, and provided to Cowlitz County prior to completion of construction. The plan shall incorporate industry Best Management Practices as set forth in the SEPA Checklist Project Description, including retention of an on-call spill response contractor to respond to any in-water spills of bulk or other materials that may inadvertently be discharged at the site. The Plan shall be in addition to any spill prevention and response plan for use of hazardous materials on the site.

f. The final pile installation method will be determined during the ESA consultation process with the NMFS and U.S. Fish and Wildlife Service. The removal of the creosote-treated piles will be consistent with the conditions and requirements of permits and approvals issued by local, state, and federal agencies. Pile driving activities will comply with guidance developed by the National Marine Fisheries Service (NMFS) for monitoring and/or attenuating sound pressures generated during steel pile driving. Pile driving noise attenuation measures and monitoring are described in the biological evaluation for the Project developed as part of the Joint Aquatic Resource Permit Application (JARPA) permit submittal (Anchor QEA 2010b; Grette and Anchor QEA 2010).

g. Construction BMPs shall be incorporated into the construction of the Project in order to minimize the potential for waste materials to enter ground or surface waters. The BMPs to be implemented for the Project are provided in the SEPA Checklist Project Description.

h. The coal stockpile will be within a closed system that uses wet spray systems to suppress dust from the pile. Stormwater generated from the coal handling areas will be captured and reused as part of dust suppression. The stockpile will be oriented east west on the site to reduce the amount of exposure to the prevailing west winds. Stormwater and dust controls have been incorporated into the design of conveyors and the upgraded ship loader for Infrastructure Improvements. The stormwater and dust controls to be implemented for the Project are provided in the SEPA Checklist Project Description.

i. Wheel wash facilities will be incorporated into the design of truck loading facilities for cementitious products where necessary to control potential impacts to stormwater.

j. The management of shallow groundwater from any site areas with ongoing MTCA cleanup activities and which may be extracted during below-grade construction will be managed consistent with methods acceptable to Ecology's Industrial Program. This provision is not intended to apply to extraction of deep groundwater that is not impacted by MTCA cleanup activities, which may be used for fire control or industrial uses.

k. Wetland impacts from the Project will be mitigated for in accordance with the requirements of Cowlitz County Code 19.15.120 - Wetlands. A critical areas report will be submitted to the County that includes existing wetland areas, a summary of impacts to wetland areas, and proposed avoidance, minimization, and



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mitigation measures.

12. Plants and Animals

a. Disturbance of existing vegetation, beach substrate, and natural habitat features (e.g. logs, large rocks, stumps) shall be kept to the minimum necessary to accommodate the Project. Any areas inadvertently or accidentally affected shall be restored to their pre-condition to the maximum extent practicable.

b. An ESA Biological Evaluation has been developed for the Dock Repair and Maintenance Project to address impacts to the federally listed species (Grette and Anchor QEA 2010). The BMPs and conservation measures included in that document will be employed, including any modifications based on the ESA consultation, to minimize impacts to federally listed species and will also provide protections for non-listed wildlife. Additional BMPs to be implemented for the Project are provided in the SEPA Checklist Project Description.

13. Energy and Natural Resources

a. The Project will comply with the energy conservation requirements of applicable codes and regulations, and they are implicitly included in the proposed Project.

b. The Infrastructure Improvement Project includes purpose-built equipment to minimize the energy required to offload, handle, and load bulk products during facility operation.

14. Aesthetics

a. It is recognized that the Project site and surrounding areas are zoned for industrial use and development. However, the applicant shall maintain a(n) 100 foot setback/buffer of all material stockpiles along the perimeter of the site.

b. Existing trees and vegetation within the shoreline management zone shall be maintained to the maximum extent practicable to help minimize visual impacts.

c. The replaced ship loader shall be constructed on a lattice work structure to minimize visual impacts to the maximum extent practicable without affecting operations and/or worker safety.

15. Environmental Health

a. The risk of an unintentional release of fuel, lubricants, or hydraulic fluid from construction equipment will be minimized through the use of BMPs. The BMPs to be implemented for the Project are provided in the SEPA Checklist Project Description.

b. To reduce or control potential environmental health hazards, BMPs will be implemented during construction and operations (e.g., products handling). The BMPs to be implemented for the Project are provided in the SEPA Checklist Project Description.

c. The applicant shall comply with the requirements of Cowlitz County prior to occupying or using any unpermitted structure. This shall include building permits as deemed necessary by Cowlitz County for work necessary for the occupancy and/or use of such structures based upon the studies required by this condition. In the event that Millennium determines that it will demolish any existing structures, Millennium shall first obtain a demolition permit from Cowlitz County and shall comply with all applicable local, state federal regulations regarding demolition and disposal of the demolished structure. Prior to County approval of occupancy or use of any existing unpermitted structure, the applicant will provide to the County for County



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approval, a review of such existing unpermitted structures that shall include with the necessary requirements for occupancy of the particular structure. The application shall implement those structural modifications prior to occupancy or use.

d. A demolition permit shall be obtained from Cowlitz County prior to the demolition of any structure and the applicant will comply with all applicable local, state, and federal regulations regarding demolition and disposal.

e. Removal and management of asbestos-containing construction materials shall be conducted in accordance with applicable SWCAA and OSHA/WISHA requirements to ensure protection of air quality and worker safety.

f. The management of potentially contaminated soils or groundwater generated during construction activities shall be conducted in accordance with applicable MTCA, Dangerous Waste and Washington Solid Waste regulations. The management of materials from ongoing remediation areas shall be coordinated with Ecology's Industrial Group.

16. Noise

a. During construction and operation of the Project, noise at the site will be in compliance with County and State regulatory requirements for noise. As part of the operational safety plan, the applicant shall include required measures for worker and employee safety from noise impacts consistent with applicable State and Federal requirements for worker safety. Additional noise mitigating measures shall be used as necessary to meet the more stringent of the existing Cowlitz County Code or State of Washington noise impact regulations. Such mitigating measures may include the preparation of and compliance with a noise mitigation plan to be submitted to Cowlitz County.

17. Light and Glare

a. The applicant shall prepare a lighting plan for the Project to ensure that lighting is designed and installed in accordance with standard technical practices taking into consideration operator safety and functionality; reducing night sky impacts; and reducing light and glare impacts on the water surface. In preparation of the lighting plan, the applicant shall consult with the Washington Department of Fish & Wildlife to obtain guidance on placement, direction, and use of lighting to minimize impacts to fish and wildlife. Where feasible, exterior lighting shall generally be constructed and/or screened in a manner so as to minimize potential off-site impacts from light or glare. Adjustment of light direction and/or use of supplemental light shields to provide additional screening may be used to minimize potential light spillover or direct glare in response to specific site conditions. The lighting plan shall be submitted to Cowlitz County prior to completing construction of the Project. The lighting plan shall include the requirement that lights on the ship loader will only be used during ship loading activities and will be directed into the hulls of the vessels being loaded or unloaded to the maximum extent practicable for effective operations and worker safety.

18. Historic and Cultural Preservation

a. Cultural/archaeological reviews of the areas of the site where excavations are likely to extend into native soils will be completed as part of Project permitting to be conducted with the Corps of Engineers where required under Section 106 of the National Historic Preservation Act.

b. The applicant shall develop an Unanticipated Discovery Plan to be implemented in the event that significant historic and/or cultural resources are discovered during the construction of the Project.

19. Public Services



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- a. Fire suppression systems on the site will be installed as required by applicable codes.
- b. During vessel loading or unloading, Maritime Security (MARSEC) requirements consistent with the Department of Homeland Security's Homeland Security Advisory System (HSAS) will be complied with.

20. Transportation/Traffic

- a. The applicant shall obtain all appropriate state and local permits associated with the delivery of oversized equipment associated with the Project prior to work within the state or county right of way and movement of oversized vehicles on state or county roads.

b. A detailed traffic study acceptable to the Washington State Department of Transportation, Cowlitz County, Cowlitz-Wahkaikum Council of Governments, and the City of Longview, shall be prepared by the applicant and submitted prior to the commencement of upland construction evaluating the potential impacts from car, truck, and train traffic from the proposed Project. The pending traffic study will identify required on or off-site transportation impacts and mitigation measures necessary to maintain the existing applicable levels of service set for in the Longview and/or Cowlitz County's Comprehensive Plans or other applicable jurisdictional standards. Where such plans do not identify a level of service for road/rail crossings, the study shall identify measures to mitigate the impacts of the anticipated longer crossing blocked times caused by the proposed unit trains consisting of approximately 125 rail cars. Millennium shall be responsible for a prorata share of reasonable and feasible mitigating measures for such improvements. All mitigation measures shall be installed or financial arrangements provided to ensure completion within 6 years of the permit issuance. All mitigation measures must be established, installed, or committed to through a development agreement executed with the appropriate jurisdiction prior to issuance of a certificate of occupancy or permit completion sign-off and the commencement of operations of the coal terminal facilities. Mitigation measures with an estimated cost of less than \$200,000 each shall be completed within 2 years of permit issuance. The traffic study shall include at a minimum, the analysis identified in the attached scope of services, and shall be prepared by an engineer licensed in the State of Washington. The study shall include an evaluation of potentially feasible signaling and dispatching system improvements to assist emergency response vehicles in minimizing potential additional delays at road/rail crossings, and shall also include evaluation of potential safety and congestion improvements at road/rail crossings. Millennium shall assist local governments and other stakeholders in pursuing available grant funding to support long-term improvements to the area's road/rail infrastructure along Industrial Way, such as those that were previously identified in the SR 432 Realignment Study, and shall fund its pro rata share of such improvements.

b.i. On-Site Improvements:

Millennium shall complete prior to the commencement of operations on-site facility rail improvements necessary to provide for trains to be brought into the site in a continuous movement to assure that no off-site switching is required.

b.ii. Off-Site Improvements:

Millennium shall complete the following off-site maintenance and improvements in association with the railroad and based upon a schedule approved by the County prior to the commencement of rail operations:

1) Track Condition Upgrade: Millennium will complete (in association with the railroad) the maintenance necessary to upgrade the track between the Longview Switching Yard and the Millennium site from its current FRA Class 1 (10 mph maximum speed) condition to FRA Class 2 standards (25 mph maximum speed). This work is estimated to require resurfacing/ballasting and tie replacements;

2) Switch Controls: Millennium will additionally fund the installation of remote controls on track turn-outs/switches at six identified locations along the track. These switch controls will avoid the need for potential train stoppage to adjust switch positions along the route to the terminal. When automated, the switch



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positions can be controlled from the cab of the train without requiring it to stop or slow down; and

3) Signal Approaches: Millennium will complete (in coordination with the railroad) upgrades to the signal approaches at road/rail crossings as required to support the improvements to track speeds achieved by the foregoing measures.

21. In addition, the applicant shall be required to comply with the Project Best Management Practices (BMPs) identified in the applicant's SEPA Checklist (dated 8-27-10), Project Description (dated August 2010) and SEPA supplemental memorandum (dated 9-14-10), and Response to SEPA Comments (dated 11-3-10).

Staff Contact: Tom McGuire, County Consultant

Responsible Official: Mike Wojtowicz, Director

Date: November 09, 2010

Signature: _____

cc with enclosures:

Board of County Commissioners
Washington State Department of Ecology, Helen Pressley
Washington State Department of Ecology, SEPA Center
Washington State Department of Fish and Wildlife, Steve West
Washington State Department of Natural Resources, Bryon Lawson
Washington State Department of Transportation, Jeff Barsnes
Office of Regulatory Assistance, Alan Bogner
U.S. Army Corps of Engineers, Danette Guy
U.S. Coast Guard
City of Longview, Jeff Cameron
Port of Kalama, Mark Wilson
Port of Longview
Port of Woodland
Longview Fire Department
Cowlitz County 911 Center
Cowlitz Fire and Rescue
Southwest Clean Air Authority
Cowlitz Public Utility District
Consolidated Diking Improvement District No. 1, Judi Strayer
Cowlitz Indian Tribe
Lower Columbia Fish Recovery Board
Burlington Northern Railroad
Burlington Northern, Longview Switching
Weyerhaeuser, Brian Wood
International Longshore and Warehouse Union, Robert Roden
Northwest Alloys
Columbia Riverkeeper
Chinook Ventures, Inc, Jason Oliver
(Property owners within 300 feet)